

get there simply by spending cuts; we can't get there by taxing the rich. In other words, taxing the rich is going to drive us further away from the goal, further into stagnation, further into job losses. If we're going to rebuild our economy, we must concentrate on economic growth.

And the nice thing is that the actuarial tables tell us that if we will grow jobs at about 3½ percent, that this imbalance begins to disappear, that the worry of the future begins to dissipate simply because we grow the economy, we create jobs, we take people off of unemployment, we take people off of welfare, off of food stamps. Our 3.5 cost to the government begins to diminish, the 2.2 begins to grow, we find ourselves reaching balance, and over the long term, we find ourselves beginning to reduce this \$15 trillion debt. We find ourselves able to sustain the \$202 trillion worth of unplanned expenses—excuse me, they're not unplanned, they're simply unpaid for—the expenses of Medicare, Medicaid, and Social Security. That's where the real threat lies.

And nowhere in Mr. Obama's plan did I see a dealing with those significant drains on our economy. His only plan is to tax the rich, the millionaires and the billionaires, by making them pay their fair share. And that, he says, is going to fix the economy.

That, my friends, is going to wreck the economy.

When we choose that course of making the rich pay more than their fair share, they owe it to us. It's only fair, he says in his speech, that they would pay a little more. When we do that, we're going to choke jobs off even more. Other nations, our 2.2 is going to be less. We're going to put those people out of work, just like we did offshore in Louisiana. We put about 100,000 people out of work there. We're on the way to putting them out of work.

Those people, instead of paying taxes, are going to pay no taxes, but they're now going to cost us unemployment benefits; they're going to cost us in Medicare, Medicaid. They're going to cost us in food stamps, welfare. And they're not going to be producing.

So with this vision of taxing the rich, we're going to move more to an unproductive society because you cannot create more productivity by taxing it. If that were the case, every nation would be productive. Every nation can always go up on taxes. But not every nation can create the environment to where innovators are allowed to produce.

The innovations in the oil and gas industry have been dramatic, and yet that's the single area it appears that President Obama is going to kill first, that whole specter he refers to as "yesterday's fuel," "yesterday's energy."

If it is yesterday's energy, let the President take the lead and cease using it. Use the energies of tomorrow. Stop using that energy of the past. Let him fly an airplane on something besides

jet fuel. Please. Give us that bold vision and courage and leadership. Let him show us the way if fossil fuels are a thing of the past.

But I suspect, like you and me, that the President is going to continue to drive his limousine on petroleum-based products. He's going to continue to fly Air Force 1 not on solar power, but on jet fuel. I suspect that all of Americans are going to do it. The only thing that we're going to have as an outcome is less plentiful energy, fewer jobs, a greater imbalance in our government and our government spending, greater uncertainty for the future.

□ 2020

That's a shame that that's the leadership that we're getting. Because at this point in our world's history, it would be possible, if we are literally looking to recreate our economy, to draw back the manufacturing jobs of the past, to put them back to work here, to rekindle the industries that are gone so that we do have a bright future, so that people have not just jobs, but careers to face; that they are able to plan for their future; that they are able to save for a house, save for the kids' education; that they are able, truly, to live the American Dream.

That's what has made this country great in the past, and I think that Americans at this point in time will find that leadership for the future.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. CULBERSON (at the request of Mr. CANTOR) for today after 4 p.m. on account of family medical reasons.

SENATE ENROLLED BILL AND JOINT RESOLUTION SIGNED

The Speaker announced his signature to an enrolled bill and a joint resolution of the Senate of the following titles:

S. 307. An Act to designate the Federal building and United States courthouse located at 217 West King Street, Martinsburg, West Virginia, as the "W. Craig Broadwater Federal Building and United States Courthouse".

S.J. Res. 8. Joint Resolution providing for the appointment of Stephen M. Case as a citizen regent of the Board of Regents of the Smithsonian Institution.

ADJOURNMENT

Mr. PEARCE. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 8 o'clock and 20 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, April 14, 2011, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

1248. A letter from the Under Secretary, Department of Defense, transmitting a report of a violation of the Antideficiency Act, Army Case Number 10-01, pursuant to 31 U.S.C. 1517(b); to the Committee on Appropriations.

1249. A letter from the General Counsel, Federal Energy Commission, transmitting the Commission's final rule — Demand Response Compensation in Organized Wholesale Energy Markets [Docket No.: RM10-17-000; Order No. 745] received March 28, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

1250. A letter from the Director, International Cooperation, Department of Defense, transmitting Pursuant to Section 27(f) of the Arms Export Control Act and Section 1(f) of Executive Order 11958, Transmittal No. 5-11 informing of an intent to sign a Memorandum of Understanding with Canada; to the Committee on Foreign Affairs.

1251. A letter from the Acting Assistant Legal Advisor for Treaty Affairs, Department of State, transmitting report prepared by the Department of State concerning international agreements other than treaties entered into by the United States to be transmitted to the Congress within the sixty-day period specified in the Case-Zablocki Act; to the Committee on Foreign Affairs.

1252. A letter from the Officer for Civil Rights and Civil Liberties, Department of Homeland Security, transmitting the Department's annual report for Fiscal Year 2010 prepared in accordance with Section 203 of the Notification and Federal Employee Antidiscrimination and Retaliation Act of 2002 (No FEAR Act), Public Law 107-174; to the Committee on Oversight and Government Reform.

1253. A letter from the General Counsel, General Accountability Office, transmitting the annual report on the implementation of Section 203 of the "Notification and Federal Employee Antidiscrimination and Retaliation Act of 2002" (No Fear), Pub. L. 107-174; to the Committee on Oversight and Government Reform.

1254. A letter from the EEO Director, Securities and Exchange Commission, transmitting a report about the Commission's activities in FY 2010 to ensure accountability for antidiscrimination and whistleblower laws related to employment; to the Committee on Oversight and Government Reform.

1255. A letter from the Senior Program Analyst, Department of Transportation, transmitting the Department's final rule — Anti-drug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities; Supplemental Regulatory Flexibility Determination [Docket No.: FAA-2002-11301; Amendment No. 121-315A] (RIN: 2120-AH14) received April 4, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1256. A letter from the Senior Program Analyst, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Henderson, KY [Docket No.: FAA-2010-0937; Airspace Docket No. 10-ASO-35] received April 4, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1257. A letter from the Senior Program Analyst, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Charleston, WV [Docket No.: FAA-2010-1010; Airspace Docket No. 10-AEA-24] received April 4, 2011, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.